

# The Hongkong Telegraph.

No. 196.

SATURDAY, SEPTEMBER 9, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

LANE CRAWFORD & CO.

## NEWS AGENCY DEPARTMENT.

THE NEW LIST FOR  
NEWSPAPERS AND  
PERIODICALS FOR 1883.  
IS NOW READY AND  
WILL BE SENT ON  
APPLICATION.

## SUTTON'S VEGETABLE & FLOWER SEEDS.

JUST RECEIVED.  
PLEASE APPLY FOR  
CATALOGUE OF  
THIS SEASON'S  
VARIETY.

## PARCEL EXPRESS AGENCY.

IN CONNECTION WITH  
WHEATLEY & CO., LONDON,  
PACKAGES FORWARDED TO  
LONDON BY EACH P.O.  
MAIL AND DELIVERED  
TO ANY ADDRESS IN THE  
UNITED KINGDOM.  
LANE, CRAWFORD & Co.  
Hongkong, 28th August, 1882. [296]

## Insurances.

### GENERAL NOTICE.

## THE ON TAI INSURANCE COMPANY, (LIMITED)

CAPITAL TAELS 600,000, EQUAL \$813,333.33.  
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.  
LEE SING, Esq., TSE KAI TUNG, Esq.,  
LO YEOK MOON, Esq., CHU CHIK NUNG, Esq.,  
MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at  
CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAYA WEST,  
Hongkong, 1st September, 1882. [601]

## THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP £200,000.  
PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
ACCEPT RISKS against FIRE at Current Rates.  
GEO. R. STEVENS & Co.  
Hongkong, 14th March, 1882. [165]

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
OF UNDERWRITERS.  
ARNHOLD, KARBERG & CO.,  
Hongkong, 15th June, 1881.

## RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881. [457]

### NOTICE.

## THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.  
WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 1st February, 1882. [81]

## YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 290,553.95

TOTAL CAPITAL and  
Accumulations, 8th  
May, 1882.....Tls. 940,553.95

DIRECTORS.  
H. DE C. FORBES, Esq., Chairman.  
J. H. PINKVOSS, Esq., Wm. MEYERINK, Esq.,  
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICES granted on "MARINE RISKS" to all  
parts of the world.  
Subject to a charge of 12 per cent. for Interest  
on Shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not) in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, 13th May, 1882. [53]

## THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).  
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed  
Agents for the above Company, are prepared to  
ACCEPT FIRE and MARINE RISKS at Current  
Rates, allowing usual discounts.  
GEO. R. STEVENS & Co.  
Hongkong, 14th March, 1882. [164]

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions  
to Sell by Public Auction, on  
MONDAY,  
the 11th day of September, 1882, at THREE P.M.,  
on the Premises,  
By ORDER OF THE MORTGAGEE,  
ALL that PIECE or PARCELS of GROUND,  
abutting on the North on Queen's Road West,  
measuring 271 feet, on the South side 271  
feet, on the East and West sides 105 feet,  
Registered in the Land Office as the RE-  
MAINING PORTION OF INLAND LOT  
No. 520. Together with the 4 HOUSES  
erected thereon; Nos. 206 and 208, 36A  
and 36B.  
For Further Particulars and Conditions of Sale,  
apply to  
DENNY & MOSSOP,  
Solicitors for the Mortgagee,  
or to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 1st September, 1882. [603]

### PUBLIC AUCTION.

THE Undersigned will Sell, by instructions  
received from the MORTGAGEE to Sell, by  
Public Auction, on  
SATURDAY,  
the 16th day of September, 1882, at THREE P.M.,  
on the Premises,  
ALL those PIECES or PARCELS of GROUND,  
Registered in the Land Office as SUB-  
SECTIONS II and C of SECTION F of  
INLAND LOT No. 103, measuring on North  
and South sides 284 feet, on the East  
and West sides 30 feet. Together with the 2  
HOUSES in Queen's Road Central, Nos.  
247 and 249.  
For Further Particulars and Conditions of  
Sale, apply to  
J. M. GUEDES,  
Auctioneer.  
Hongkong, 1st September, 1882. [604]

## Intimations.

J. M. GUEDES.

HOUSE AND LAND BROKER,  
AUCTIONEER AND COMMISSION AGENT.  
No. 33, WILMOT STREET,  
HONGKONG.  
Hongkong, 23rd January, 1882. [62]

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER  
ALWAYS ON HAND.  
L. MALLORY,  
Proprietor.  
Hongkong, 24th June, 1881. [495]

## MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEACONSFIELD ARCADE  
(Opposite the City Hall)

Having lately purchased the entire Machinery  
of the late Mr. E. CHASTLEY'S  
SODA WATER FACTORY  
is now prepared to execute the largest orders  
for every description of Aerated Waters with  
promptness and despatch.  
SUPERIOR QUALITY  
IS GUARANTEED.  
Consumers should try these carefully  
Manufactured  
SPARKLING WATERS.  
THREE DOZEN FOR ONE DOLLAR.  
All Orders and Communications should be ad-  
dressed to The Factory,  
7, BEACONSFIELD ARCADE.  
Hongkong, 11th April, 1882. [225]

## G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.  
PINTS.....\$23 per Case.  
Apply to  
MELCHERS & Co.  
Hongkong, 2nd March, 1882. [132]

## THE CITY OF MANILA CIGAR STORE.

HAS FOR SALE  
CIGARS of all Brands, Imperiales, Caballeros,  
Vegueros, Regullas, Londres, Nuevo Ha-  
banos of all makes, quality guaranteed. TOBACCO  
of all Brands, at moderate prices. Fancy Goods  
from the Parisian market, Meerschaum Pipes,  
Jewellery of Choice Designs, Sun Hats, &c., &c.;  
Commissions Executed.  
JOSE M. BASA.  
No. 51, B, QUEEN'S ROAD, CENTRAL.  
Hongkong, 1st May, 1882. [297]

## J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORRAR & SONS'  
MERCHANT NAVY  
NAVY BOILED  
LOW FLAX  
CROWNS  
ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881. [458]

## THE "HONGKONG TELEGRAPH." AN INDEPENDENT DAILY PAPER.

PUBLISHED  
EVERY AFTERNOON AT FOUR O'CLOCK.  
AT THE OFFICES No. 6, PEDDAR'S HILL.

Terms of Subscription.—Yearly \$20; Half-yearly  
\$10; Monthly \$2; Single Copies 20 Cents  
each.

The Cheapest and best advertising medium in  
Hongkong. Terms can be learnt on application.

## A SPECIAL ADVERTISEMENT SHEET Published Daily at NOON, and circulated free of charge throughout the Colony. Hongkong, 1st April, 1882.

## DE SOUZA & CO. PRINTERS, STATIONERS, AND BOOKBINDERS.

D'AGUIAR STREET.

EVERY KIND OF WORK EXECUTED WITH  
ACCURACY, NEATNESS, AND DESPATCH  
ON  
VERY MODERATE TERMS.

## SELECTED MATERIALS FOR MARKET REPORTS.

Book-binding and Ruling in every style executed  
at low rates. Workmanship Guaranteed.  
Hongkong, 23rd August, 1882. [582]

## Intimations.

SAYLE & CO.'S SHOWROOMS.

## SAYLE & CO.

ON AND AFTER  
MONDAY,  
SEPTEMBER 4TH, 1882.

WE SHALL HOLD OUR HALF-YEARLY CLEARANCE SALE  
OF  
SURPLUS SUMMER STOCK OF DRESSES, SILKS, REMNANTS,  
&c., &c., &c.

IN ADDITION WE SHALL  
ALSO  
SHOW SOME VERY CHEAP LINES IN AUTUMN

DRESS MATERIALS, SHETLAND WOOL SHAWLS, LADIES' BOOTS AND SHOES,  
&c., &c., &c.  
IMPORTED EX RECENT ARRIVALS.

A LIBERAL CASH DISCOUNT.  
SAYLE & CO.  
VICTORIA EXCHANGE, HONGKONG.  
Hongkong, 2nd September, 1882. [79]

## ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "TRAQUADDY" AND OTHER LATEST ARRIVALS.

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS,  
COMPRISING—  
Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes,  
Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk  
Hosiery, Embroidered Silk and Ivory Fans, &c., &c., &c.  
Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer  
Tweeds in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord  
for Vests, Canvas Shoes, Silk Umbrellas, Gentlemen's and Ladies' Parisian  
Boots and Shoes in great variety, &c., &c., &c.  
Oriza's and Pinaud's Perfumery in Great Variety, Vienna Cigar and Cigarette  
Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases,  
Needles, Ladies' Work Boxes.

A GREAT VARIETY OF FRENCH SCIENTIFIC BOOKS AND NOVELS.  
&c., &c., &c.  
ECA DA SILVA & Co.,  
48, QUEEN'S ROAD CENTRAL.  
Hongkong, June 5th, 1882. [432]

## To be Let.

TO BE LET,  
(WITH POSSESSION ON 1ST OF OCTOBER NEXT.)  
THAT LARGE AND COMMODIOUS  
HOUSE, No. 14, Arbuthnot Road, at  
present in the occupation of Dr. FISHER.  
Apply to  
J. A. DE CARVALHO.  
Hongkong, 31st August, 1882. [596]

TO LET.  
THE CONVENIENT DWELLING  
HOUSE,  
No. 4, BLUE BUILDINGS,  
PRAYA EAST.  
Apply to the  
FRENCH CONVENT.  
Hongkong, 7th September, 1882. [611]

TO LET.  
No. 4, OLD BAILEY STREET.  
No. 9, SEYMOUR TERRACE.  
Nos. 2 AND 4, PEDDAR'S HILL.  
No. 6, QUEEN'S ROAD CENTRAL, lately  
occupied by PACIFIC MAIL STEAMSHIP  
COMPANY.  
Apply to  
DAVID SASSOON, SONS & Co.,  
Hongkong, 24th July, 1882. [74]

STORAGE.  
THE Undersigned are prepared to take Goods  
on STORAGE at their GODOWNS. En-  
trance from Praya and Queen's Road Central.  
TERMS MODERATE.  
Apply to  
ROSE & Co.,  
31 and 33, Queen's Road.  
Hongkong, 30th June, 1882. [266]

## Intimations.

## STAG HOTEL. QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS  
ENGLISH AND AMERICAN BILLIARDS.  
Dinner at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and  
within easy distance of the principal landing  
places.  
J. COOK, Proprietor.

## CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
SOLE-AGENTS  
for Louis Audemars' Watches; awarded the  
highest Prizes at every Exhibition; and  
for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES, MARINE  
GLASSES, AND SPYGLASSES.  
No. 38, QUEEN'S ROAD CENTRAL [447]

## A F O N G. P H O T O G R A P H E R. HAS A LARGER COLLECTION OF VIEWS THAN ANY OTHER IN CHINA.

MINIATURES PAINTED ON IVORY  
FROM  
\$2.00

OIL PAINTINGS ON CANVAS  
FROM  
\$5.00

Cartes de Visite, Cabinet, and all other Styles  
of Portraits at equally moderate prices  
executed under the supervision and  
management of  
D. K. GRIFFITH.  
Studio 8, Queen's-road.  
[550]

## Shipping.

FOR VICTORIA, B. C.  
THE Steamship  
"ELLA S. THAYER,"  
Davis, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 19th August, 1882. [576]

FOR SAN FRANCISCO.  
THE 3/3 L. I. British Ship  
"EMBLEM,"  
Re' g's. Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 29th July, 1882. [530]

FOR SAN FRANCISCO.  
THE 3/3 L. I. American Bark  
"P. J. CARLETON,"  
Amshury, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 3rd August, 1882. [545]

FOR NEW YORK.  
THE 3/3 L. I. American Barque  
"MADEL,"  
Snow, Master, will load here for the above Port,  
and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 11th August, 1882. [560]

FOR NEW YORK.  
THE 3/3 L. I. American Ship  
"PAUL JONES,"  
Gerrish, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 11th August, 1882. [561]

FOR NEW YORK.  
THE 3/3 L. I. American Ship  
"SEA WITCH,"  
Drew, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
RUSSELL & Co.  
Hongkong, 19th August, 1882. [577]

## Consignees.

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG, AND  
SINGAPORE.

THE Steamship  
"PAXO,"  
Captain R. Clasper, having arrived from  
the above Ports, Consignees of Cargo by her are  
hereby requested to send in their Bills of Lading  
to the Undersigned, for Countersignature and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding her discharge or remaining on  
board after the 12th instant, will be landed and  
stored at Consignee's risk and expense and no  
Fire Insurance will be effected.

Consignees are hereby informed, that any  
claims must be made immediately, as none will  
be entertained after the 12th instant.

DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 5th September, 1882. [608]

## Intimations.

HONGKONG CRICKET CLUB.  
THE ANNUAL GENERAL MEETING of  
the HONGKONG CRICKET CLUB will be  
held in the Cricket Pavilion on MONDAY, the  
11th instant, at 4.45 P.M.

GENTLEMEN wishing to join are requested  
to communicate with the Hon. Sec., Hongkong  
Club.

W. HYNES,  
Hon. Sec. pro tem.  
Hongkong, 5th September, 1882. [600]

## FINAL DIVIDEND IN RE WILLIAM VON PUSTAU.

NOTICE is hereby given that it is proposed  
to hold at the Office of the Registrar of  
the Supreme Court on FRIDAY, the 21st day of  
January, 1883, a MEETING OF CREDITORS to  
Declare a Final Dividend in the above Estate.  
All Creditors are hereby warned that the balance  
then remaining in the hands of the Official  
Assignee will be distributed among the Creditors  
whose CLAIMS will have been duly proved and  
accepted and the Estate finally wound up.

Registry Supreme Court the 30th day of  
August, 1883.

EDWARD J. ACKROYD,  
Registrar.

Hongkong, 5th September, 1882. [607]

## THE UNION INSURANCE SOCIETY OF CANTON.

NOTICE is hereby given that an EXTRA-  
ORDINARY GENERAL MEETING of  
the UNION INSURANCE SOCIETY OF  
CANTON will be held at the Company's Office,  
Hongkong, on MONDAY, the 18th day of  
September, 1882, at THREE O'CLOCK in the  
AFTERNOON, when the subjoined resolution will  
be proposed.

RESOLUTION.  
That this Company, now registered under the  
Companies Ordinance No. 1 of 1865 as an un-  
limited Company, be registered under the Com-  
panies Ordinance No. 1 of 1865, as a  
Company Limited by shares.

By Order of the Board.  
DOUGLAS JONES,  
Acting Secretary.

Dated Hongkong, 30th day of August, 1882.

## HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
CONTRIBUTING SHAREHOLDERS are  
requested to send in a Statement of  
BUSINESS Contributed during the half-year  
ended 30th JUNE 1882, on or before 1st  
September, on which date the Accounts will be  
CLOSED.

By Order of the Board of Directors.  
R. COOKE,  
Acting Secretary.

Hongkong, 28th August, 1882. [590]

## Shipping.

FOR PAKHOI AND HAIPHONG.  
THE Steamship  
"PING-ON,"  
Captain McCaslin, will be despatched for the  
above Ports, TO-MORROW, the 10th inst., at  
DAILIGHT.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 7th September, 1882. [610]

FOR MANILA.  
THE Steamship  
"ESMERALDA,"  
Captain Talbot, will be despatched for the above  
Port, on MONDAY, the 11th instant, at THREE  
P.M.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 8th September, 1882. [612]

FOR KUDAT AND SANDAKAN.  
(BRITISH NORTH BORNEO.)  
THE British Steamer  
"HAINAN,"  
will be despatched as above on FRIDAY, the  
15th instant.

For Freight or Passage, apply to  
BIRLEY & Co.  
Hongkong, 30th August, 1882. [613]

FOR PORT DARWIN, COOKTOWN,  
TOWNSVILLE, BRISBANE, SYDNEY  
AND MELBOURNE.  
(Taking Cargo at through rates for ADELAIDE,  
all NEW ZEALAND and TASMANIAN PORTS,  
NEW CALEDONIA and Fiji.)

THE Steamship  
"CASSANDRA,"  
will be despatched as above, on or about the  
16th September.

For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, 1st September, 1882. [600]

## Mails.

### U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING AT  
YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship  
"CITY OF PEKING,"  
will be despatched for San Francisco, via  
Yokohama, on FRIDAY, the 15th September,  
at NOON, taking Passengers and Freight for  
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways,  
to Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.  
on the 14th September. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full; value of same is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's Offices  
in Scaled Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

CHAS. D. HARMAN,  
Acting Agent.  
Hongkong, 31st August, 1882. [505]

## OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship  
"ARABIC,"  
will be despatched for San Francisco, via Yoko-  
hama, on THURSDAY, the 28th September, at  
NOON.

Connection being made at Yokohama with  
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at the  
Company's Office until FIVE P.M. the day pre-  
vious to sailing.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) within  
six months, will be allowed a discount of 20 per  
cent. from Return Fare; if re-embarking within  
one year, an allowance of 10 per cent. will be  
made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year, will be  
issued at a Discount of 25 per cent. from Return  
Fare. These allowances do not apply to through  
fares from China and Japan to Europe.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's Offices,  
addressed to the Collector of Customs, San Fran-  
cisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

CHAS. D. HARMAN,  
Acting Agent.  
Hongkong, 4th September, 1882. [169]

## Intimations.

## IMPORTANT INTIMATION.

WILL BE PUBLISHED ON OR ABOUT

THE 1ST JANUARY, 1883.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND  
HONG LIST FOR THE FAR EAST.  
A DIRECTORY FOR CHINA, JAPAN, AND THE  
PHILIPPINES, FOR THE YEAR 1883.

PRICE TWO DOLLARS.

The above work will be published at the Office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Peking, in the Straits Settlements, and the Northern Chinese Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between RUSSIA AND CHINA, BRAZIL AND CHINA, AND

THE KOREAN TREATY; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness, upon forms sent for that purpose. The Naval and Military portion will be taken from the latest published official lists and revised at Headquarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 will contain a complete INDEX TO THE ORDINANCES OF HONGKONG;

DR. E. J. MITCHELL'S CHINESE KALENDAR; A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY, AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, which will deal with almost every branch of sport including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources will make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a *valde necesse* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1883 will be printed on a superior quality of Paper with a NEW FOUNT OF TYPE, especially ordered for the work, from THE PATENT TYPE FOUNDRY COMPANY, Red Lion Square, Holborn, London, and will be bound in a fashion unsurpassed by any work of the kind ever published in the FAR EAST.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at This Office for

TWO DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the Price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It will have an extensive circulation in all Ports between Singapore and Newchwang, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to

THE HONGKONG TELEGRAPH OFFICE, HONGKONG.

Hongkong, 7th September, 1882.

## Intimations.

A. S. WATSON &amp; CO.

SUMMER REQUISITES.

PRICKLY HEAT LOTION.

CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

S. E. L. T. Z. O. O. E. N. E. S.

EYE PROTECTORS.

E. A. R. P. L. U. G. S.

FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTÉ.

FELLOWS'S SYRUP.

OSGOOD'S INDIAN CHOLAGOGUE.

A. S. WATSON &amp; CO.

CHEMISTS, DRUGGISTS

AND MANUFACTURERS.

HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

## The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 9, 1882.

It would be difficult to fairly estimate the great extent of the debt due by the civilised world to the enterprise of American Journalism. Men of the stamp of GORDON BENNETT and WHITEHEAD REID have by indomitable energy and at a tremendous monetary outlay, opened up many fields to the newspaper correspondent which were previously a sealed book; they have conferred vast benefits on the world at large by introducing new methods of obtaining and laying before the public every description of important news; they have made a bold bid to take the first place for their country in the newspaper press of the world; and they have raised American journalism from a state of comparative degradation until it now proudly rears its head, and can fairly claim to rank second to none. All this, as we have already stated, has been mainly accomplished by the energy and enterprise of the two men named above. Making every allowance for the difference in style, which of course is necessitated by the difference in tastes, habits, manners, and education of the two peoples, there is not the slightest doubt that the leading American journals attain as high a literary standard as their English contemporaries. As news mediums they surpass even the most popular London dailies. This is high praise; and it is richly deserved. But for the foresight of GORDON BENNETT the telegraph cable, as a principle factor in newspaper work, might probably have not been availed of for years to come. The part this great agent plays in the world's modern history is too well known to require detailed explanation.

Giving the American press the credit which we consider its due, we must admit that in some respects at least the newspapers of the great cities of the United States have something yet to learn from their English contemporaries. The Americans are unquestionably a sporting nation, adepts at almost every branch of sport; equally at home in horse racing, yachting, rowing, base-ball, cricket, athletics, pugilism, and the thousand and one items which go to make up the catalogue of modern sport. There are so few sporting papers in the States with the slightest pretensions to high class—we had almost written—respectability? We cannot well see our way out of the humiliating confession that the majority of American journals which deal with sport—and their name is legion—degrade rather than elevate it. They are almost without exception bigoted, partial and unfair in their ideas, and grossly inaccurate in their details.

In recent years rivalry in sport of almost every kind has become, between the repre-

sentatives of America and England, what we may term international. The various celebrities of the two nations have met in friendly warfare on the racetrack and the river; the prowess of the old country and the might of the new have tested their powers on the running path and in that magic circle, the 24ft. ring; and the skill, energy, and daring of the yachtsmen on both sides of the Atlantic have added many an interesting page to the history of sport. In view of all this, does it not seem a pity that the kindly feelings which sport always engenders in the hearts of worthy rivals, should be so ruthlessly sacrificed by the debased character of a prejudiced press? History tells us how generously the sportsmen of England welcome their rivals from all parts of the world in the vast republic of sport; how scrupulously fair they ever have been in their contests with foreigners; how manly and true in the face of victory; and how loyal in the hour of defeat. We have seen these characteristics exemplified, times out of number, in all branches of sport. And in all matters of this description the British press has reason to be proud. If English journals have ever erred in their comments on international contests, it has been on the side of the foreigner. And who shall say that this is not the acme of true sport? Who can ever forget the hearty receptions accorded by British sportsmen, and the British public to the many heroes of sport sent over to do battle for the Stars and Stripes on English ground and in English waters? The Englishman's innate love of fair play, joined to an admiration for the pluck which had brought the representatives of Harvard across the ocean to contest the question of supremacy with the crack carmen of Oxford University; made the American the popular idols in that famous contest, and the heartiest applause of the assembled thousands was freely showered on the defeated strangers. And so it was in a subsequent match between the rowing clubs of New York and London, which also ended disastrously for the Americans. JOHN CARROLL HEENAN was a popular idol in English sporting circles after the great fight at Farnboro; and the fact that HANLEY was a Canadian, and Trickett an Australian, apparently increased the popularity of these victors over the pick of England's rowers.

It was reported in the London sporting papers that a greater and more enthusiastic demonstration was never witnessed on Epsom Downs than when the American bred colt Iroquois was led back to scale after winning the Blue Riband of the turf for Mr. LORILLARD; and the scene was repeated at Doncaster when the St. Leger was added to the Derby triumph. When that good colt Foxhall won the Cambridge-shire, carrying the unparalleled burden of 9st. old fashioned Newmarket fairly rose to the American three year old, and no racehorse of modern times has been more lionised, or so enthusiastically eulogised. And so it always has been, and always will be, we sincerely hope, in everything appertaining to manly sport in England. We have frequently met defeat, and to the credit of the old country be it said, Englishmen have invariably taken their reverses in manly fashion, without suggesting foul play, or inventing the numerous other excuses which tend to make sport contemptible.

Now for a glance at the other side of the picture. Was there ever an American pugilist, athlete, or rower defeated fairly in England? If the sporting press of the States may be believed, not a single one. It was plainly asserted that HEENAN was swindled out of the Farnboro fight; that HANLEY was drugged when HARRY KELLY lost him in their rowing match on the Tyne; that both the Harvard and New York crews were unfairly treated in their matches with Oxford and the London R.C.; and the extraordinary statements made by American papers when the equine representatives of Messrs. SANFORD, LORILLARD, and KEENE did not win the races for which they were fancied, would have led strangers to believe that England was a den of sharpers and swindlers. The sporting reporters of our American contemporaries may be men of ability, but a most extraordinary prejudice against anything English appears to have a universal existence amongst them, and this is made a leading feature in all their reports, which are consequently partial, misleading, and worthless. We will give one example of the class of literature which we consider disgraces the sporting journalism of the United States. The article, from the pen of the correspondent of the Boston Herald, is supposed to be a description of the last race for the Derby. It is written with some ability; but in the main is simply a tissue of contemptible lies. The correspondent writes:

"The course is entirely different from anything we have in America. There are not fifty yards of level ground anywhere in the vast inclosure. I should say that a run of the whole circuit must be about two miles long. On this side the ground slopes

rapidly downward into a deep valley, so that the horses run on ground that slants up toward the outside rail. From the bottom of the valley, the way up on the other side is very steep, and where the track runs along the crest of a ridge beyond it must be 400 or 500 feet higher than it is where we sit. Up toward the beginning of the homestretch is the place they call Tattenham Corner, and all England tells you what a terrible place it is for a horse to come around. But that is taffy. There are worse turns at Jerome Park and Sheepshead bay. The only difficulty about this one is, that it occurs where the horses are coming down a slight slope. The Derby racers begin part way around the course, as the distance they run is about a mile and a quarter, I believe. They start on an upward slope to the crest of the distant ridge, come down around Tattenham Corner into the straight stretch home, and end on a down-hill part of the track. The course is tuff, and not turned up like those in America. Much of the space down in the valley inside the track and up on the hill beyond is taken up with refreshment tents, Punch and Judy shows, those machines that send wooden horses around in a circle, parties of men with blackened faces singing and dancing without time or tune, jugglers, acrobats and a surging mass of people. From the grand stand for half a mile in each direction, outside the track, there is the same sort of thing, added to a tremendous crush of carriages, from which the horses have been taken and housed for the day. A third of the people present want to sell you something that is of no earthly use and that you wouldn't be found dead with, and the other two-thirds want to steal whatever you may have around your clothes. They are the most accomplished thieves I ever struck, and they will steal anything they can lay hands on, no matter whether it is worth anything or not. I have seen some pretty big and some rather promiscuous crowds in America, but this one certainly captured the prize in all respects. There must have been 600,000 to 1,000,000 people there. Nobody can convey a notion of such a crowd with mere figures. It was at least ten times as large a gathering as I ever saw at a race before.

Mr. TOMPKINS and I struggled up the course to the grand stand inclosure, where we had to pay \$2.50 each in addition to the \$10 we had already been made to lay out in entering the course. The space in front of the stand was fenced in, and half the occupants were bookmakers. Many of them wore white-silk beaver hats and the most outrageous checked suits of clothes you ever encountered. Some of them shouted out their odds in voices that would have made their fortunes before foghorns were invented. Others went about quietly booking bets with people they knew. Off to the right of this inclosure was another one, occupied by the Tattersall's bookmakers. Tattersall's, innocent and guileless reader, is the place where all the high-toned buying and selling of horseflesh in London is done. There the betting men do congregate between times and offer to "let you in." On the course at Epsom they have a little yard all to themselves, and one must be supplied with a special ticket if he wants to get in. Mr. TOMPKINS booked \$5 against \$40 on Sachem, \$5 against \$100 on Gerald and \$5 against \$30 on Dutch Oven. He backed the first two because they were Americans and the latter because he was to be ridden by Archer, the famous jockey. Sachem I had great faith in myself. I saw him run a magnificent race at Sheepshead bay last year, when he crowded Onondaga all the way around; and I still think Sachem is the best animal of his years in England.

After we had been jostled about for a while, we went back to the carriage and ate and drank and tried to be merry. The 5 furlongs race was finally disposed of, and after the longest hour I ever remember, the Derby was begun. The first we saw of the horses they were scuttling along the top of the distant ridge. Bruce, who was a hot favorite, was in the last batch, and Gerald was close up by the head, cutting out the running. So far, so good. This we knew was the Lorillard programme. Sachem, we had information, was heavily backed to win, and he was going along beautifully under a jockey, who sat heavily in the saddle and did not help the colt a penny-weight. As the animals came down around the corner the Americans were both going well. Bruce's tail went up, and his jockey put the whip on freely. The favorite was done. Archer was riding Dutch Oven, beautifully, but hopelessly. A better jockey nobody ever saw. He sits as lightly as a feather, and he knows how to lift a horse at every stride. But the race was not in Dutch Oven. Shotover, the winner of the Two Thousand Guinea, a couple of weeks ago, was in the lead, and running well under a pretty rider named Cannon. Then came Quicklime, struggling along under the whip and some distance behind, the others all in a bunch.

Suddenly, half way down the stretch, a chestnut colt, as clean of limb as a statue, and with a coat as glossy as a piece of satin, dashed out of the crowd with a bound like the spring of an antelope. Not a hair had he turned, and not a vein was swollen from the exertion up to now, in spite of his cumbersome rider. As Sachem dashed ahead, with that rare burst of speed, I thought he had the race. But the jockey had given him his head too late, and he finished a length behind Shotover, and a head behind Quicklime. Fifty yards more would have brought the blue ribbon again into Mr. LORILLARD's stable. It was a race lost through miscalculation and bad riding, but lost just the same. All the Americans lost heavily. They backed Lorillard to a man. If Lorillard had supplied himself with riders to compare with his horses he would have furnished a great many of his countrymen with their Derby day expenses. I am told the day cost him individually about \$20,000.

Space will not admit of our dealing at length with the above piece of inventive genius. The opinion of a sporting writer who believes that the Derby distance is "about a mile and a quarter" cannot be of much account. Tattenham Corner is undoubtedly the most dangerous corner on any first class race course in the world. Dangerous on account of the sharp and awkward turn, but doubly so on account of the slippery turf and its being at the bottom of a steep incline down which the horses thunder at almost lightning speed. We are not likely to forget the fearful scrimmage which took place there the year when Aldrich won the City, and SUBURBAN for Lord ROSEBURY; and it is undoubted that Pero Gomez lost the Derby won by Pretender in 1869, and Rob Roy the same race in Silvio's year (1880) through coming down in making the bend for home. Instead of ending on "a downhill part of the track" the Derby course from the Bell to the judge's box is up a stiff incline which has sorely tried the stamina of many a gallant racer struggling home under the whip. The correspondent of the Boston Herald wishes his countrymen to believe that Sachem ought to have won the Derby, and that, as a matter of fact, Mr. LORILLARD's colt only lost the race through being ridden by a clumsy and inexperienced jockey. Now all this is what the Boston reporter would elegantly express by the word "taffy." To speak the plain truth "the chestnut colt, as clean of limb as a statue, and with a coat as glossy as a piece of satin," the noble animal that had galloped the Derby course at racing pace without turning a hair, or having a single vein swollen with exertion, was actually never in the hunt from start to finish. Sachem had not at any part of the race the faintest chance of winning; he never once got on terms with the leaders, and instead of being let out too late and finishing a head and a length behind Quicklime and Shotover respectively, he is described as having "passed the pulling up Bruce on the post, and finished a bad third." Shotover won in a canter, and Sachem beaten lengths was third on sufferance. This is a true account of the performance of the American champion, the equine wonder "that had the course been fifty yards more would have brought the Blue Riband again into Mr. LORILLARD's stable." And who is the cumbersome rider who "sat heavily in the saddle" and whose bad judgment threw away the race? Only Fred Webb, one of the finest horsemen the racing world has ever seen; none other than the celebrated jockey who won the Derby on Doncaster, and the Two Thousand guineas on Peregrine, and whose magnificent finish on Hampton for the Northumberland Plate five years ago, when he completely out-rode Archer on Glendale, was universally allowed to be one of the most marvellous performances of modern times. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone—the latter conceding 19lbs. for the year—in the Singleton Stakes. If Sachem lost the Derby through bad riding, why has he not won a race since? Tristram, Sweetbread, and Poulet lost this Yankee wonder in the Hardwicke Stakes at Ascot; he never saw the way Comte Alfred, Battlefield (5lbs. extra) and Dutch Oven went for the Sussex Stakes at Goodwood, and he could not even beat the roarer Laureate and the moderate Limestone

FOR stealing a hair pin, value 40 cents, from the person of a Chinese lady, named Tam Yeung, Mr. Leong Achin, was sent for three months to the establishment presided over by Mr. Hayward.

Lo Atsoi, a farmer, Tang Aun, rice pounder, and Lui Asui, farmer, were charged before Captain Thomsett this morning, with burglariously entering the house of Lo Akui, residing at 67 High Street, and stealing therefrom a box containing clothes and money valued at about \$8.00. The third defendant was also charged with being in possession of deadly weapons, and not having a night pass, as required by the Ordinance. After certain evidence had been taken, the prisoners were remanded till the 16th instant, at 10 o'clock.

ANOTHER evidence of Australian advertising genius—He was interviewing a money-lender. "But were is your security?" said the man of loans. "Why I'll give you my note of hand," replied the impetuous one. "Now, look here, young gentleman; I'll tell you what I'll do. You take your solemn 'help' you—Moses that you buy on or two allotments of land at Mills, Pile, and Gilchrist's sale, Frogmore Hill, Penrith, on Saturday next, and hand me over a mortgage, and you shall have all the money you want." And yet they say money-lenders have no soul.

DR. BROWN was again in trouble this morning, on the old, old charge. The doctor was allowed out yesterday on his personal recognisance in the sum of \$10, but alas, within one hour and three quarters of his liberation, he was again run in, having been found lying helplessly drunk in Queen's Road Central; the Sikh who collared the doctor having to get a chair to convey his person to the Central Station. On undergoing an examination in the charge room, a small black vessel, less than a quart, filled with rum, was found on the doctor, who had evidently stowed away some consolation for the lone watches of the night. Brown was relegated to goal for a fortnight, being unable to amass up the \$5 fine imposed.

THE following volunteers have been selected by the National Rifle Association to comprise the British team which will visit America to shoot in the match with the National Guards of the United States:—Corporal Bates, 1st Warwick Rifle Volunteers; Private Boulter, and Cheshire; Corporal Caldwell, 1st Renfrew; Sergeant Dods, 1st Berwick; Capt. Godal, 2nd Bucks; Private Goodcar, 6th Lancashire; Private McVittie, 1st Dumfries; Capt. Mellish, and Nottinghamshire; Sergeant Oliver, 3rd Kent; Corporal Parry, and Cheshire; Major Pearce, 4th Devon. The committee entrusted with the arrangements consists of the following:—Lieut. Col. Sir Henry Halford, Bart, 1st Leicester; Lieut. Col. Walrod, M.P., 1st Devon; Major Humphrey, Cambridge University; H. Smith, Civil Service, honorary secretary.

SAYS the *Referee*:—Another trifling matter which may be noticed here—one which thrusts itself under our notice while we are casually looking around—is the extraordinary crop of libel cases which the last few months have produced. Perhaps never before were our law courts so encumbered with the complaints of self-conscious folk who fancy that all the world is agast at what some one or other has said about them. Anybody can have law in this country if he can afford to pay for it; in ninety nine libel cases out of every hundred both plaintiff and defendant find that they have had to pay for it, and very expensively. When a man wins a libel case he feels very much as, at the outset, he thought he would feel if he lost it. What the loser feels like is beyond expression. Without going into this too deeply, we may point out that, the law courts being blocked with squabbles of the paltriest and pettiest description, which none but the scandal-monger and the garbage-hunter care anything about, the law in other and far more important directions is necessarily at a standstill. Libel suits are perhaps the most profitable suits known to the lawyers. They generally succeed in requiring both sides to one dead level; but the majority of our courts is in no way increased by them. During the past week or two what space could be afforded to law reports in the daily papers has been almost entirely absorbed by libel cases. One of these stands out from the rest. The Belt case, which is likely in future years to be regarded as a very Orion among libels, is perhaps one of the sort we must always expect, no matter whether the epidemic continues or passes over. This is no action—as is too often the case with libel actions—brought by some mean and paltry pigmy, flaunting himself in false colours, who had to admit that what was said about him was in the main correct, and who, even supposing he obtained damages, obtained them by a technical trick which had more the character of Chinese jugglery than of English justice about it. Too often libel cases are decided upon technical points rather than upon bare merits. In the Belt case all this is altered. The libel was of the most damaging character conceivable, and was particularly exact in its details. There was none of the innuendo about it so usual in libels; and it, if left unnoticed by him, would have ruined for ever the reputation of a gentleman who has within the past few years taken his place in the front rank of English sculptors. What it will do now must be left to conjecture. Upon investigation it was found that the libel was supported not by the usual editor and contributor, proprietor and publisher, but by eminent members of Mr. Belt's own profession. Into the merits of this remarkable case, we have no intention of going, but we may, without in any way interfering with the issue, should the issue ever be reached, point out, as was pointed out by a contributor to this paper last week, that it pulls aside the curtain and shows how possible it is that journalistic frankness and literary impartiality, whatever may have been the motives of Messrs.

Lawes, Birch, and Co., their action was honestly itself as compared with the actions of others who have used the Press as a means of interfering with the lives of all whom they suppose to stand in the way of their own progress.

A MEETING of the St. Andrew's Society was held last evening at the City Hall. The attendance of members was very limited. After some discussion it was decided by fifteen against nine to have a ball in celebration of the Patron Saint, instead of a dinner, as had been proposed by one of the members.

THE "Tourists" have arrived. The above company which has been performing lately at the Coast ports, and elsewhere, with much success, intend giving a series of performances here, and in Macao and Canton. The Company is very small, three in number, but we understand they make up for that defect by much ability. The date for the opening show has not yet been fixed; when it does come off, we shall be delighted to let our readers know what the "Tourists" are made of. Mr. Edward Glover, Mr. McJeden, and Miss Marie Burton (an old Hongkong favorite) are the artists comprising the strength of the troupe.

### TRUE BRAVERY.

No man knows himself until he has been tried, neither does he know his friend or acquaintance till he has seen him "under fire." Not a few men have a reputation for honesty who never had the temptation fairly presented to them to cheat. Some men have been reputed brave, till the battle—it may have been, the battle of life, or the conflict of arms—proved them cowards. Mr. Ebbhouse, Lord Byron's friend, tells the story of the man who bore both the mien and the reputation of a coward, and yet when severely tried came out a hero. This hero-coward was their servant, a Greek, named Demetrius. So excessive was his timidity, that he would run from a barking dog and cry like a baby. Byron, who had much sentiment, but little genuine compassion, once showed his heartlessness by mounting the poor fellow on a spirited horse. When the animal, in obedience to a smart touch of Byron's whip, dashed off in a mad gallop, the two friends roared with laughter on seeing their frightened servant grasp the mane of the horse with both hands and scream with terror.

Several years after this heartless episode the Greek revolution broke out. It proved Demetrius' opportunity. He led the forlorn hope in the assault of June 22, 1826, which snatched Athens for a season from the Turks, and proved the man a very marvel of bravery. The trial stripped from him his physical timidity, and made for him a name in the hearts of his people, and on the record of their history. The spark of heroism was there all the while. But it needed the flint and steel of the revolution to bring it forth.

"You are pale, sir! You are frightened, sir!" said one officer to another, who stood for the first time under fire.

"I know it, and if you were half as much frightened as I am, you would run away." The man's moral courage conquered his physical timidity, and forced him to stand where it was his duty to stand, though it could not control the action of his heart.

### THE NORTH BORNEO ENTERPRISE.

We are glad to learn that the prospects of the North Borneo Company with regard to obtaining suitable Chinese settlers for the new colony, are gradually improving. No doubt there will be many difficulties to overcome before the scheme of colonisation can be widely circulated throughout the various provinces of the Chinese empire; but troubles and difficulties were of course anticipated, and we feel certain that the inducements offered by the Company have only to be thoroughly understood to become popular, and generally appreciated by thousands of the agricultural classes whose lots under the rule of the Mandarins are not cast in pleasant places. It would appear to us, after carefully perusing the published reports and prospectuses of the Company, that North Borneo offers a wide field for the enterprise of other classes of settlers besides the Chinese. Europeans possessed of a little capital, and not afraid of hard work, have prospects offered them which will surely be largely taken advantage of. Labor can be procured at a small outlay both from the Straits Settlements and from China, and intelligent cultivation of such a fertile soil can hardly fail to make profitable returns. The following are the Land Regulations of the colony, which have lately been issued by Governor W. Hood Treacher:—

### SPECIAL REGULATIONS FOR THE LEASING OF UNCULTIVATED LANDS IN LOTS OF 100 ACRES, AND UPWARDS, IN EXTENT.

Approved by the Court of Directors of the British North Borneo Company on the 5th day of July, 1882.

1.—Applications for uncultivated lands of 100 acres and upwards in extent should be made to the Company, the Governor of British North Borneo, or to the Residents of Districts.

2.—Should the application be approved of, the Governor will grant to the applicant an agreement for a lease, to be followed as soon as possible by the issue of a lease for 999 years.

3.—Should the immediate survey of such land be impracticable from any cause, the Governor will issue a Permit to occupy such land, subject to the conditions on which a regular grant would have been issued; which Permit will specify the extent, and describe as nearly as may be the situation of the land to which it relates, and after the survey of the land so occupied the permit will be called in and cancelled, and a regular lease issued in lieu thereof.

4.—Upon the payment of \$1. per acre a lease may be granted free of quit-rent.

5.—A lease may be granted upon the payment of a premium of 50 cents and an annual quit-rent redeemable at any time before the expiration of the lease on payment of \$1 per acre in addition to the premium.

6.—One third of the premium must be paid on the completion by the Governor of the agreement for the lease, and the remainder within 12 months from the date of the first application for the lease, or on the granting of the Permit, or of the Lease, whichever shall first take place.

7.—The land must be selected within 12 months from the date of application.

8.—A bona fide commencement to bring the land under cultivation must be made within 18 months from the date of the selection of the land, and the Lessee will be entitled to retain two acres of uncultivated land for every acre that shall have been brought under cultivation within

a term of 12 years from the date of the agreement for a lease.

Should there still remain a balance of uncultivated land to make up the total acreage named in the original agreement, after the deduction of the cultivated and uncultivated land to which the Lessee is entitled at the end of the said 12 years, that balance of uncultivated land will revert and escheat to the Company.

9.—All coal, minerals, precious stones, and mineral oils on, under and within the said lands are absolutely reserved to the Company, or its Licensees, together with the right to enter upon the said lands, and to search for, get, and take away coal, minerals, precious stones, and mineral oils in, on, or under the same, and to reserve such portions of land as may be necessary for examining or working any mines, or conveying away the products thereof, upon payment of reasonable compensation to the Lessee for surface damage to such land.

10.—Mining licenses will be granted on favourable terms to the Lessees of demised lands.

11.—The Company reserves all navigable streams, rivers, and creeks and a belt of land 50 yards wide along the banks of the same, and also a similar belt of land from high water mark along the sea-shore; ample provision, free of rent, being made for landing places and other purposes, for the convenience of the neighbouring estates.

The Company will also reserve such portions as may seem advisable along the ridges of hills.

12.—The Company reserves the right to resume possession of such portions of land as may be necessary for public purposes, such as police, revenue, and telegraph stations, roads, railways, tramways, canals, &c., upon payment of compensation for damages actually sustained by the Lessee.

13.—The Company reserves the right at all times to take, or to authorise others to take, timber, stone, clay, sand, and other road-making material for the construction and repair of neighbouring roads, bridges, &c., on payment of reasonable compensation for actual damage done to the crops or roads of the Lessee.

14.—The Company reserves all gums, gutta-percha, India-rubber, birds' nests, guano and all other natural produce in all forests and upon all uncultivated and unenclosed lands and places, and reserves the right at all times to enter on the demised land and to take, or to authorise others to take, such gums, gutta-percha, India-rubber, birds' nests, guano and other natural produce from such forests, unenclosed and uncultivated lands and places, as aforesaid, on payment of reasonable compensation for actual damage done to the crops or roads of the Lessee.

15.—All expenses of survey, demarcation of boundaries, transfer or registration fees, or expenses of conveyance to be borne by the Lessee. Landmarks will in the first instance be set up by the Company, but will be kept in repair at the expense of the Lessee.

16.—Upon breach by the Lessee of the negotiations and conditions marked respectively 6 and 8 or of either of them, the land shall revert or escheat to the Company.

17.—All arrears of payment due by the Lessee under the provisions of this notification shall be recoverable by summary process in any court of law in the territory of the British North Borneo Company.

18.—Special arrangements may be made in the case of Companies or persons wishing to take large tracts of land.

19.—The regulations respecting the registration of titles to land, and the fees chargeable for registration, shall be the same as those enforced by ordinance No. 7 of 1879, enacted by the Legislative Council of the British Colony of Labuan, which ordinance has been adopted as the law in this matter throughout the territory.

20.—The only fee chargeable under the provisions of this Notification upon the issue of a lease is the sum of two dollars, which includes the fee for the registration of the same.

### MAILS EXPECTED.

#### THE AMERICAN MAIL.

The O. & O. steamer *Arabic*, with the next American mail, left San Francisco on the 12th August, and is due here on or about the 11th instant.

The O. & O. S. S. Co's steamer *Oceanic*, with the succeeding American mail, left San Francisco on the 24th August, and is due here on or about the 30th instant.

### STEAMERS EXPECTED.

The Netherlands-Indian steamer *Wm. Mackintosh* left Batavia on the 1st instant, and may be expected here on or about the 11th.

The O. & O. S. S. Co's steamer *Anchises* left Singapore on the morning of the 7th instant, and may be expected to arrive here on the 13th.

"THAMES-STREET INDUSTRIES" by Percy Russell. This illustrated Pamphlet, on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSWELL & Co., London. [ADVT.]

### To-day's Advertisements.

FOR SINGAPORE, PENANG, AND CALCUTTA.

#### THE Steamship

"PAXO,"

Captain R. Clasper, will be despatched for the above Ports, on SATURDAY, the 16th instant, at THREE P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

#### NOTICE.

ON and after TUESDAY, the 12th instant, and until further notice, the Hour of Departure of the "WHITE CLOUD" from MACAO will be 7.30 A.M.

By Order, P. A. DA COSTA, Secretary.

Hongkong, 9th September, 1882. [615]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, on

THURSDAY, the 14th September, 1882, at THREE P.M., on the Spot,

By ORDER OF THE MORTGAGEE—ALL that PIECE or PARCEL of GROUND Registered in the Land Office as INLAND LOT No. 241 measuring 18 feet by 50 feet or thereabout. Together with the HOUSE No. 14, Tai-ping-shan Street.

For Particulars, apply to J. M. GUEDES, Auctioneer.

Hongkong, 9th September, 1882. [617]

### Intimations.

#### KELLY & WALSH'S WORKS OF REFERENCE.

Webster's Complete Unabridged Dictionary—full bound and illustrated.....\$14.00

Brewer's Reader's Hand Book of Allusions, References, Plots and Stories.....\$3.00

Barlett's The Shakespeare Phrase Book.....\$4.50

Davenport Adam's Dictionary of English Literature.....\$2.50

Crabbe's English Synonyms.....\$3.50

Roget's Thesaurus of English Words.....\$3.00

Bohn's Dictionary of Poetical Quotations.....\$4.00

Wright's Dictionary of Quotations and Pro- vincial English, 2 vols.....\$5.00

Smith's Synonyms and Antonyms.....\$1.50

Bohn's Standard Elocutionist.....\$1.50

Allen's Useful Companion and Artificer's Assistant.....\$4.50

Todval's Merchants and Bankers' Com- panion.....\$7.50

Godfellow's Cargo Measurer.....\$3.00

Edwards' Words, Facts and Phrases.....\$4.50

Beeton's Dictionary of Every Day Diffi- culties.....\$1.50

Stonehouse's British Road Reports.....\$3.00

Stonehouse on the Dog.....\$3.00

Youton on the Horse.....\$3.50

Mayhew's Illustrated Horse Management.....\$5.00

Mayhew's Illustrated Horse Doctor.....\$12.50

Cassell's Illustrated Book of the Dog.....\$2.50

Cassell's Dictionary of Cookery.....\$2.00

Johnston's General Gazetteer.....\$14.00

Bithell's Counting House Dictionary, an explanation of the Technical terms used by Merchants and Bankers.....\$2.00

Thomson's Year Book—Statistical and Historical Annual of all civilized Countries.....\$3.50

Foreign Office List and Diplomatic and Consular Hand Book.....\$2.50

Every Man his Own Lawyer.....\$2.50

Thomson's Dictionary of Domestic Medi- cine.....\$3.50

Beeton's All about Etiquette.....\$1.00

Beeton's All about Gardening.....\$1.00

Beeton's All about Everything.....\$1.00

Beeton's All about Book-keeping.....\$1.00

Enquire within upon Everything.....\$1.00

Dr. Fout's Brain Home Talk embracing the Medical Common Sense.....\$2.50

Warner's Model Housekeeper.....\$2.00

Moore's Universal Assistant and Complete Mechanic.....\$3.50

Dick's Encyclopedia of Practical Receipts and Processes, 6422 Receipts.....\$6.00

Tate's Modern Cambist, a Manual of Fo- reign Exchanges and Bullion.....\$4.50

Wheaton's International Law.....\$10.00

Brande's Encyclopedia of Science, Litera- ture and Art.....\$5.00

Chambers' English Literature, choice specimens of the Great British Writers, 12 vols.....\$10.50

Carlton's Condensed Encyclopedia and Hand Book of Information.....\$4.50

Collins' History of the Laws and Practice of Banking.....\$3.00

John Stuart Mill's Principles of Political Economy.....\$2.00

Adam Smith's The Wealth of Nations.....\$2.00

Trench on the Study of Words.....\$2.00

Stanton's Chess Player's Hand Book.....\$2.00

Stanton's Chess Player's Companion.....\$2.00

Pole on Whist.....\$1.50

Cavendish on Whist.....\$2.00

Walker's The Correct Card.....\$1.50

Day's The Race Horse in Training.....\$3.00

Oliver's Shipping Law Manual.....\$3.00

Arnould's Law of Marine Insurance, 2 vols.....\$10.00

Jopling's Manual of Marine Insurance.....\$6.50

Lovyn's Law of Marine Insurance.....\$4.00

Bunyon's Law of Fire Insurance.....\$5.00

Ward's Sensible Etiquette.....\$2.00

The Perfect Gentleman, a book of Etiquette.....\$2.00

The Glass of Fashion, Social Etiquette.....\$1.50

Things a lady would like to know.....\$3.00

Upson's The Annals of Europe and Asia.....\$4.50

Haydn's Dictionary of Dates.....\$6.50

Kelly and Walsh's Dollars and Sterling.....\$2.50

Rhodes' Dollars and Sterling Exchange Tables.....\$1.25

Maerens' Silk Tables.....\$6.00

Chambers' Etymological English Dictio- nary.....\$1.75

Ogilvie's Student's English Dictionary.....\$3.00

Stonemont's English Dictionary.....\$3.00

Ogilvie's Smaller English Dictionary.....\$1.50

Walker's English Pronouncing Dictionary.....\$2.00

Baron Brisse's 366 Menus & 1200 Recipes.....\$2.00

KELLY & WALSH HONGKONG.

Hongkong, 1st September, 1882. [559]

THE PATENT TYPE FOUNDRY COMPANY.

31, RED LION SQUARE, HOLBORN, W.C., LONDON.

SHANKS, REVELL, & Co., PROPRIETORS.

NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST.

ROBERT FRASER SMITH, No. 6, PEDDAR'S HILL, HONGKONG.

Hongkong, 4th February, 1882. [88]

W A H L O O N G, ESTABLISHED 1865.

GOLD AND SILVER SMITH AND JEWELLER.

DEALER IN PONGEE Silk Dresses, Crapes Shawls, Gauzes, Ivory, and Lacquered Ware, Matting, &c., &c. Porcelain, Fans, Curios, Bristles, Human Hair, and specially selected Feathers always on hand at Moderate Prices, quality guaranteed.

No. 60, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 2nd June, 1882. [399]

WING T Y L O O N G.

HAS FOR SALE.

PRIME Mess Pork and Beef, 200lbs. in Barrel. Boiled and Roast Beef and Mutton, Soup and Bouilli, American Hams, Bacon, Codfish, Canned Wheat, Hominy, fresh white and red Beans, Assorted Fruit and Sauce, Ham, Sausages, Salmon Bellies, Mackerel, Sheep's Tongues, Choice Tripe, Caviar, Clam Chowder, Lobsters, Oysters, Corn Meal, and every description of Olmen's stores at moderate prices.

No. 39, HING LOONG STREET, HONGKONG, 1st May, 1882. [209]

### Intimations.

#### SAM HING, (STULTZ).

MERCHANT TAILOR AND OUTFITTER, HAT AND CAP MAKER.

IMPORTER of every description of Gentle- men's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting. Special attention given to the Tailoring Depart- ment. A perfect fit and best workmanship guar- anteed. Cronettes and Chintzes for Dresses in all the newest patterns.

No. 49, AND 51, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1882. [302]

A H O Y, HOY LEE.

#### MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentle- men's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matting of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL, Hongkong, 16th May, 1882. [347]

#### SUN SHING.

DEALER IN SILKS.

CANTON and Shanghai Gauzes, Crapes Shawls, Lacquered and Ivory Wares, Curios, &c., &c. The best house in the trade for high- class Curios. GOLD and SILVER JEWELRY of the most artistic designs. Engraver on Stamps, Seals, &c., &c. The public and Travellers are invited

## Commercial.

## THIS DAY.

Business is still rather dull in the Share Market. Banks have been done at 129 for cash, and there are still buyers at the reduced rate. Docks have changed hands at 52 premium, and more shares could be placed at that figure. China Sugars have risen to \$200 per share, without inducing holders to part. Nothing in other stocks has come to our notice.

## SHARES.

Hongkong and Shanghai Bank—129 per cent. premium, buyers.  
Union Insurance Society of Canton—\$1,600 per share, buyers.  
China Traders' Insurance Company—\$1,560 per share, sellers.  
North China Insurance—\$1,225 per share, Canton Insurance Company, Limited—\$80 per share.

Yangtze Insurance Association—\$1,850 per share.  
Chinese Insurance Company—\$255 per share, buyers.  
On Tai Insurance Company, Limited—\$150 per share.

Hongkong Fire Insurance Company—\$1025 per share.  
China Fire Insurance Company—\$322½ per share, sales.

Hongkong and Whampoa Dock Company—52 per cent. premium, ex div. sales and buyers.  
Hongkong, Canton, and Macao Steamboat Co.—\$29 per share premium, sellers.

Hongkong Gas Company—\$85 per share, sellers.  
Hongkong Hotel Company—\$107 per share, sellers.

Indo-China Steam Navigation Company, Limited—par, sales.  
China Sugar Refining Company, Limited—\$200 per share, buyers.

China Sugar Refining Company (Debtentures)—3 per cent. premium.  
Luzon Sugar Refining Company, Limited—\$127 per share, small sellers.

Hongkong Ice Company—\$145 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$60 per share.

Chinese Imperial Loan of 1878—1½ per cent. prem. ex int.

Chinese Imperial Loan of 1881—2½ per cent. prem.

## EXCHANGE.

ON LONDON.—  
Bank Bills, on demand ..... 3/9½  
Bank Bills, at 30 days' sight ..... 3/9½  
Bank Bills, at 4 months' sight ..... 3/9½  
Credits, at 4 months' sight ..... 3/10  
Documentary Bills, at 4 months' sight ..... 3/10½

ON PARIS.—  
Bank Bills, on demand ..... 4/73  
Credits, at 4 months' sight ..... 4/84

ON HONGKONG.—  
Bank, T.T. .... 22½  
ON CALCUTTA.—  
Bank, T.T. .... 22½

ON SHANGHAI.—  
Bank, sight ..... 72½  
Private, 30 days' sight ..... 73½

## OPIUM MARKET.—THIS DAY.

New Malwa ..... per picul, \$620  
(Allowance, Tails 56.)

Old Malwa ..... per picul, \$680  
(Allowance, Tails 56.)

New Patna (first choice) per chest, \$582½  
New Patna (without choice) per chest, \$580

New Patna (bottom) ..... per chest, \$585  
Old Patna (bottom) ..... per chest, \$577½

New Benares (without choice) per chest, \$552½  
New Benares (bottom) ..... per chest, \$555

Persian ..... per picul, \$410

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER & CO.'S REGISTER.)

Barometer—P.M.		.....	89
Barometer—A.M.		.....	89
Thermometer—P.M.		.....	82
Thermometer—A.M.		.....	82
Thermometer—P.M. (Wet bulb)		.....	82
Thermometer—A.M. (Wet bulb)		.....	82
To-day.			

Barometer—P.M. 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—F.M. 80.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—A.M. 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—F.M. 80.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—F.M. 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—F.M. 80.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

Barometer—W.M. (Wet bulb) 29.95  
Thermometer—P.M. 81.0  
Thermometer—A.M. 78.0  
Thermometer—W.M. 80.0  
Thermometer—W.M. (Wet bulb) 78.0

## Shipping.

## ARRIVALS.

September 8, Hwai-yuen, Chinese steamer, 984, Wilson, Canton 7th September, General.  
C. M. S. N. Co.  
September 8, YANGLI, British steamer, 1,030, Thompson, Shanghai 2nd September, and Foochow 6th, Tea.—Butterfield & Swire.  
September 9, PEKING, British str., 654, Drewes, Canton 8th September, General.—Siemssen & Co.  
September 9, YANGTSE, British steamer, 719, E. Lee, Shanghai 3rd September, and Swatow 8th, General.—Siemssen & Co.  
September 9, FEI-LUNG, Chinese steamer, 752, W. N. Allison, Hongkong 2nd September, General.—Yuen Fat Hong.  
September 9, FU-YEW, Chinese steamer, 920, Barfoot, Shanghai 6th September, General.  
C. M. S. N. Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Emerald, British steamer, for Manila.  
Hwai-yuen, Chinese steamer, for Shanghai.  
Peking, British steamer, for Singapore, &c.  
Yangtze, British steamer, for Hongkong.  
Ping-on, German steamer, for Saigon.  
Osanga, British steamer, for Shanghai.  
Emblem, British ship, for San Francisco.

## DEPARTURES.

September 9, NONPAREIL, British bark, for Newchwang.  
September 9, DIOMED, British str., for Amoy and Shanghai.  
September 9, SALTEE, French steamer, for Haiphong.  
September 9, POSANG, British str., for Shanghai.  
September 9, Hwai-yuen, Chinese steamer, for Shanghai.  
September 9, PEKING, British str., for Ningpo and Shanghai.  
September 9, ST. IDEUC, French bark, for Tientsin.  
September 9, YANGLI, British steamer, for Singapore and London.  
September 9, YANGTSE, British str., for Canton.

## PASSENGERS—ARRIVED.

Per *Ulysses*, str., from Shanghai, &c.—Mrs. Glover and Mrs. Marden, and 20 Chinese.  
Per *Yangtze*, str., from Shanghai—Mr. Robinson, and 128 Chinese.  
Per *Fei-lung*, str., from Bangkok—20 Chinese.  
Per *Fu-yew*, str., from Shanghai—Mr. J. S. Brewer, and 80 Chinese.

## REPORTS.

The Chinese steamship *Fu-yew* reports left Shanghai on the 6th instant. Had fine clear weather with light variable winds throughout.  
The British steamship *Fei-lung* reports left Bangkok on the 2nd instant. The first part had S.W. wind and heavy rains. The last two days had strong N.E. wind and heavy head sea.  
The British steamship *Yangtze* reports left Shanghai on the 3rd instant, and Swatow on the 8th. Had light variable winds and calms throughout the passage. On the 8th passed the steamship *Chinkiang*, from Hongkong, bound North off Breaker Point.

## SHANGHAI SHIPPING.

ARRIVALS.  
23, Kersaint, French corvette, from H'kong.  
24, Hiroshima Maru, Japan, str., from Japan.  
24, Chin-tung, Chinese steamer, from Tientsin.  
24, Pechili, British steamer, from Singapore.  
24, Yung-ning, Chinese str., from Hongkong.  
24, Peking, British steamer, from Hongkong.  
24, Chinkiang, British str., from Hongkong.  
25, Taiwo, British steamer, from Hongkong.  
25, W. C. de Vries, British str., from Hongkong.  
25, Sin Naning, British str., from Tientsin.  
26, Hae-tung, Chinese str., from Newchwang.  
26, Hae-an, Chinese steamer, from Tientsin.  
26, Kiang-kwan, Chinese str., from Hongkong.  
26, Pautah, Chinese steamer, from Tientsin.  
27, Wuhu, British steamer, from Hongkong.  
27, Baikal, Russian steamer, from Nagasaki.  
27, Ulysses, British steamer, from Liverpool.  
27, Yoritomo Maru, Japan, str., from Kuchinotsu.  
27, Glauco Castle, British str., from London.  
27, S. Nordiske, Danish str., from Hakodate.  
28, Fuh-wo, British steamer, from Hongkong.  
28, Yangtze, British str., from Hongkong.  
28, Shirling Castle, British str., from London.  
28, Kiang-teen, Chinese str., from Ningpo.  
28, Oxus, French steamer, from Hongkong.  
29, Kiang-foo, Chinese steamer, from Hongkong.  
29, Mei-foo, Chinese steamer, from Swatow.  
29, Tientsin, British steamer, from Amoy.  
29, Chefoo, British steamer, from Hongkong.  
29, Lee-yuen, Chinese str., from Hongkong.  
29, Tientsin, Chinese str., from Hongkong.  
29, Yorkshire, British steamer, from Hongkong.  
29, Poanang, British steamer, from Hongkong.  
29, Wenchow, British steamer, from Swatow.  
30, Hwai-yuen, Chinese str., from Hongkong.  
30, Kwongang, British steamer, from London.  
August—  
23, Jane Woodburn, British brig, for H'kong.  
24, Kung-wo, British steamer, for Hongkong.  
24, Hae-shin, Chinese steamer, for Foochow.  
24, Hideoyoshi Maru, Japan, str., for K'ntzu.  
24, See-wo, British steamer, for Amoy.  
25, Kiang-yung, Chinese steamer, for Hongkong.  
25, Keelung, British steamer, for Amoy.  
25, Hesperia, German steamer, for London.  
25, Kung-shun, Chinese steamer, for Chefoo.  
25, Oaklands, British steamer, for Nagasaki.  
26, Havelock, British schooner, for Victoria.  
26, Tonghing, German steamer, for Swatow.  
26, Thibet, British steamer, for Hongkong.  
26, Orestes, British steamer, for London.  
26, Ningpo, British steamer, for Hongkong.  
26, Peking, British steamer, for Hongkong.  
26, Sin Naning, British steamer, for Chefoo.  
27, Taiwo, British steamer, for Hongkong.  
27, W. C. de Vries, Brit. steamer, for Hongkong.  
27, Chi-yuen, Chinese steamer, for Hongkong.  
27, Hae-an, Chinese steamer, for Tientsin.  
28, Yung-ning, Chinese str., for Wenchow.  
28, Velocity, British bark, for Keelung.  
29, Pechili, British steamer, for Chefoo.  
29, Kiang-kwan, Chinese steamer, for Hongkong.  
29, Kiang-teen, Chinese str., for Ningpo.  
29, Wuhu, British steamer, for Hongkong.  
29, Hing-shing, Chinese str., for Wenchow.  
29, Tunsin, British steamer, for Ningpo.

## DEPARTURES.

23, Jane Woodburn, British brig, for H'kong.  
24, Kung-wo, British steamer, for Hongkong.  
24, Hae-shin, Chinese steamer, for Foochow.  
24, Hideoyoshi Maru, Japan, str., for K'ntzu.  
24, See-wo, British steamer, for Amoy.  
25, Kiang-yung, Chinese steamer, for Hongkong.  
25, Keelung, British steamer, for Amoy.  
25, Hesperia, German steamer, for London.  
25, Kung-shun, Chinese steamer, for Chefoo.  
25, Oaklands, British steamer, for Nagasaki.  
26, Havelock, British schooner, for Victoria.  
26, Tonghing, German steamer, for Swatow.  
26, Thibet, British steamer, for Hongkong.  
26, Orestes, British steamer, for London.  
26, Ningpo, British steamer, for Hongkong.  
26, Peking, British steamer, for Hongkong.  
26, Sin Naning, British steamer, for Chefoo.  
27, Taiwo, British steamer, for Hongkong.  
27, W. C. de Vries, Brit. steamer, for Hongkong.  
27, Chi-yuen, Chinese steamer, for Hongkong.  
27, Hae-an, Chinese steamer, for Tientsin.  
28, Yung-ning, Chinese str., for Wenchow.  
28, Velocity, British bark, for Keelung.  
29, Pechili, British steamer, for Chefoo.  
29, Kiang-kwan, Chinese steamer, for Hongkong.  
29, Kiang-teen, Chinese str., for Ningpo.  
29, Wuhu, British steamer, for Hongkong.  
29, Hing-shing, Chinese str., for Wenchow.  
29, Tunsin, British steamer, for Ningpo.

## VESSELS EXPORTED AT HONGKONG.

(Corrected to Date).  
Rosini ..... Cardiff ..... May 19  
P. G. Carvill ..... Cardiff ..... May 20  
Friederke ..... London ..... May 22  
Gustaf Oscar ..... Cardiff ..... May 30  
Gloamin ..... New York ..... May 31  
C. F. Sargent ..... Cardiff ..... June 20  
Vortetren ..... Glasgow ..... June 28  
Frederike ..... Penarth ..... June 28  
Iniquine ..... Liverpool ..... June 29  
Dora ..... Cardiff ..... July 2  
Annina ..... New York ..... July 11  
Marianne ..... Cardiff ..... July 12  
C. B. Hazeline ..... New York ..... July 12

## SHIPPING IN HONGKONG.

## STEAMERS.

August 28, ELEAN, British steamer, 749, T. Thomas, Saigon 24th August, Rice and Paddy.—Arnhold, Karberg & Co.  
September 7, BENLEID, British steamer, 1,000, J. Ross, Saigon 3rd September, Rice and General.—Gibb, Livingston & Co.  
August 27, CAIRNSMUIR, British steamer, 1,123, G. L. Cassin, San Francisco 21st July, and Honolulu 4th August, General.—Holliday, Wise & Co.  
August 26, CANOPUS, British steamer, 1,818, R. H. Joy, Departure Bay, Vancouver's Island 23rd July, Coals.—Russell & Co.  
August 30, CHU-YEN, Chinese steamer, 1,193, F. Wallace, Shanghai 27th August, General.—C. M. S. N. Co.  
September 6, CHINA, German steamer, 648, H. Schoer, Swatow 5th September, General.—Yuen Fat Hong.  
August 28, CHU-YEN, British steamer, 5,079, H. Joy, Departure Bay, Vancouver's Island 23rd July, Coals.—Russell & Co.  
September 8, DOUGLAS, British steamer, 982, S. Ashton, Foochow and Amoy, General.—D. Lapraik & Co.  
September 4, EMUV, Spanish steamer, 314, E. Ortuzar, Manila 20th August, and Amoy and Sept., General.—Remedios & Co.  
August 30, ESMERALDA, British steamer, 395, R. Talbot, Manila 25th August, and Amoy and Sept., General.—Russell & Co.  
September 6, EUXINE, British str., 977, Peters, Haiphong 26th August, and Hoihow 5th September, General.—Geo. R. Stevens & Co.  
Fame, British steamer, 117, Siopani (tug plying) Hongkong and Whampoa Dock Co.  
September 4, FOKIEN, British steamer, 509, Abbott, Amoy 3rd August, General.—D. Lapraik & Co.  
September 6, HIMALAYA, British steamer, 514, W. R. Beedle, Haiphong 3rd Sept., General.—Butterfield & Swire.  
April 14, HONGKONG, British steamer, 67—S. K. Acheong & Sons.  
September 4, KILLARNEY, British steamer, 1,060, Henry O'Neill, Saigon 31st August, General.—Gibb, Livingston & Co.  
September 6, KWANGTUNG, British steamer, 674, M. Young, Swatow 5th Sept., General.—D. Lapraik & Co.  
August 17, LIND, British steamer, 640, Lewis, Bangkok 8th August, Rice.—Yuen Fat Hong.  
August 28, MADRAS, British str., 1,068, Bradley, Antwerp 4th June, and Manila 24th August, General.—Arnhold, Karberg & Co.  
September 2, MACAY, British steamer, 2,185, Wm. T. Cassin, Calcutta 17th August, Penang 23rd, and Singapore 26th, Opium and General.—Jardine, Matheson & Co.  
August 37, OLYMPIA, German steamer, 788, Wagner, Saigon 29th August—Rice.—Chin-ese.  
July 10, PASIG, Spanish steamer, 284, F. Urribe, Manila 7th July, Ballast—Remedios & Co.  
September 5, PAXO, British steamer, 1,236, Clasper, Calcutta 17th August, General.—D. Sassoon, Sons & Co.  
September 7, PING-ON, British steamer, 575, A. A. McCallin, Haiphong 4th Sept., Rice.—Russell & Co.  
Nov. 24, SEA GULL, American steamer, 48, Haydon, China Traders' Insurance Co.  
September 4, SOLWAY, British steamer, 510, Jarvis, Nagasaki 29th August, Coal and General.—Butterfield & Swire.  
August 17, SUAL, British steamer, 359, Parker, Tourn 14th August, Sugar.—Melchers & Co.  
September 3, TANAI, French steamer, 1,990, Drujon, Yokohama 27th August, Mails and General.—Messageries Maritimes.  
September 5, TATCHEE, British steamer, 820, J. P. Fochow 30th August, Amoy 31st, and Swatow 4th September, General.—D. Lapraik & Co.  
September 5, TITUS, German steamer, 555, C. K. Kiang, Bangkok 28th August, General.—Chin-ese.  
November 7, VOLMER, Danish steamer, 979, Hintzelmann, Sydney and Newcastle 15th August, Coals.—Geo. R. Stevens & Co.  
June 23, YORTUNG, British steamer, 286, H. Kennett, Quanaig 19th June, General.—Kwok Acheong & Sons.

## SAILING VESSELS.

May 20, ALVA, Portuguese ship, 632, E. de Souza, Singapore 24th April, General.—Brandao & Co.  
September 5, ANTOCH, American bark, 987, H. J. Hemingway, Newcastle, N.S.W., 12th July, Coal.—Ed. Schellhass & Co.  
August 28, BONITO, German bark, 524, H. Haase, Hamburg 17th April, General.—Wiel & Co.  
August 13, BUA CAO, Siamese bark, 338, C. Lang, Bangkok 1st August, General.—Yuen Fat Hong.  
September 1, B. H. STEENKEN, Ger. brig, 235, C. Meyer, Newcastle (N.S.W.), 13th July, Coal.—Rosario & Co.  
August 20, CAROLINE BRUN, German bark, 672, C. Hadenhauser, Hamburg 28th April, General.—Siemssen & Co.  
August 28, CENTAUR, German bark, 468, C. Offens, New Castle, N.S.W., 7th June, Coal.—Wiel & Co.  
August 2, ELLA S. THAYER, Amer. ship, 1,098, D. O. Davis, Cardiff 15th March, Coals.—Russell & Co.  
June 23, EMBLEM, British ship, 1,152, W. Roberts, Cardiff 23rd February, Coal.—Russell & Co.  
August 20, ERIN'S ISLE, British ship, 1,798, J. Fleming, Cardiff 22nd April, Coal.—Gibb, Livingston & Co.  
September 4, FERNAND, German bark, 415, W. Lang, Newchwang 4th August, Beans.—Wiel & Co.  
August 13, FRANCES & AMANDA, German bark, 350, H. Borgwardt, Kampur 1st August, General.—Wiel & Co.  
July 12, HANSA, German bark, 499, Deneker, Hamburg 26th February, General.—Arnhold, Karberg & Co.  
August 25, H. PRINZENTBERG, German bark, 554, A. Schoenemann, Rajang 12th August, Timber.—Melchers & Co.  
September 6, INGO, German bark, 679, J. Genssen, Nagasaki 31st August, Coal and General.—Chin-ese.  
August 7, INVINCIBLE, American ship, 1,460, Shukland, Cardiff 2nd April, Coal.—Order.  
August 10, LIVINGSTON, German bark, 531, H. Steffens, Newchwang 15th July, Beans and General.—Arnhold, Karberg & Co.  
July 27, MABEL, American bark, 783, Snow, New York 6th March, Oil.—Russell & Co.  
July 28, MELBRED, British bark, 867, Lightbody, London 14th April, General.—Russell & Co.  
August 30, MINERVA, German brig, 319, P. August, Whampoa 28th August, General.—Melchers & Co.  
August 15, NEARCHUS, American bark, 1,287, C. N. Swan, Cardiff 26th April, Coal.—Borneo Co. Limited.  
September 1, NIEDERHOFF, German schooner, 197, C. Rubarth, Nuedin 11th May, General.—Pustau & Co.  
July 16, PAUL JONES, American ship, 1,288, E. A. Gernall, New York 23rd March, General.—Russell & Co.

## HONGKONG—SAILING VESSELS.

## (Continued.)

July 17, P. J. CARLETON, American bark, 986, J. A. Ansbury, Cardiff 2nd February, Coal.—Order.  
August 9, PRIMA DONNA, American ship, 1,450, Hatch, Manila 19th June, Sugar and Hemp.—Captain.  
August 21, PROSPERITY, Siamese bark, 476, D. Michaelson, Bangkok 11th August, General.—Chin-ese.  
September 1, RAMIER, French brig, 280, Tanary, Iloilo 14th August, General.—Carlowitz & Co.  
September 1, ROCKHURST, British ship, 1,400, Balfour, Cardiff 27th April, Coal.—Russell & Co.  
August 26, RUTIN, British ship, 1,187, R. B. Monkman, Penarth 9th May, Coal.—Borneo Co. Limited.  
August 11, SAN FRANCISCO, German bark 251, Ah. Olinmann, Newchwang 24th July, Beans.—Melchers & Co.  
August 10, SEA WITCH, American ship, 1,288, John H. Drew, Higo 24th July, General.—Russell & Co.  
September 2, SILVER EAGLE, British bark, 908, Bright, Maryborough, Queensland 3rd July, Ballast.—Adamson, Bell & Co.  
July 15, S. R. BEARER, American bark, 607, A. D. Barnard, Newcastle 5th May, Coal.—Ed. Schellhass & Co.  
August 3, SURPRISE, American ship, 499, C. B. Averill, Newcastle, N.S.W., Coals.—Arnhold, Karberg & Co.  
August 30, TATCHEE, German bark, 350, Stolek, Newcastle (N.S.W.), 31st July, Coal.—Ed. Schellhass & Co.  
September 5, VALPARAISO, German bark, 486, F. A. Meyer, Newchwang 15th August, Beans.—Melchers & Co.  
August 29, VICTOR, British bark, 402, James Forbes, Fremantle 24th June, Sandalwood.—Siemssen & Co.

## WHAMPOA.

July 13, CATHERINE MARDEN, British 3-m. sch., 287, Marden, Newchwang 5th June, Beans and General.—Wiel & Co.

## AMOI.

In Port on 31st August, 1882.  
Assens, Danish bark, 235 (Vandel)—H. A. Petersen & Co.  
Carl Wilhelm, Danish bark, 239 (Lautrup)—H. A. Petersen & Co.  
Fochow, Siamese brig, 330 (Guldberg)—Chin-ese.  
H. Bremer, German bark, 332 (Bremer)—Pase-day & Co.  
Mozart, German bark, 234 (Storm)—Pasdag & Co.

## FOOCHOW.

In Port on 2nd September, 1882.  
Ernst, German schooner, 346 (Hilderbrand)—Master.  
Gustav & Marie, German bark, 355 (Buhrsch)—Siemssen & Co.  
Malvin, German bark, 480 (Kluge)—Kaw Hong Tai & Co.  
Ocean, British bark, 320 (Norway)—Adamson, Bell & Co.  
Perle, British bark, 400 (Krusc)—Chin-ese.  
Rio Logo, British brig, 241 (Walker)—Bathgate & Co.  
Siberien, German bark, 367 (Schultz)—Kaw Hong Tai & Co.

## SHANGHAI.

In Port on 1st September, 1882.  
Alex. McNeill, American ship, 1,125 (Sprout)—Mackenzie & Co.  
Anne Sieben, German bark, 608 (Paulsen)—Fr. A. Burchard.  
Batavia, British bark, 367 (Inokoy)—Nils Moller.  
Bessie, British schooner, 228 (Barter)—Siemssen & Co.  
Carmelita and Ida, German bark, 438 (Ketels)—Lewis and Hopkins.  
Charley, British bark, 359 (Schroder)—Nils Moller.  
Chinghat, Chinese bark, 474 (Taylor)—C. M. S. N. Co.  
Corea, British bark, 581 (Law)—E. D. Sassoon & Co.  
Crimea, British bark, 478 (Smith)—C. T. Wong & Co.  
C. Roderbus, German bark, 379 (Schultz)—Ed. Schellhass & Co.  
Fantasia, British bark, 666 (Beu)—Captain.  
Hoi-chong, British bark, 325 (Plettner)—Order.  
Hermann, German bark, 923 (Osbermann)—Melchers & Co.  
H. E. Tapley, British ship, 946 (Finlayson)—Captain.  
J. D. Brewer, American bark, 964—Melchers & Co.  
Kishon, British bark, 491 (Howell)—Morris & Co.  
Latona, British bark, 948 (Robinson)—Chapman, Tait & Co.  
Leander, British bark, 846—Captain.  
Louisa, German bark, 245 (Schierloh)—Eduard Schellhass & Co.  
Obed Baxter, American ship, 9